

The Hongkong Telegraph

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7161 日六初月二

THURSDAY, MARCH 9, 1916.

日四拜禮 號九月三民華中 SINGLE COPY 10 CENTS.
\$36 PER ANNUM

TELEGRAMS.

CONDENSED.

CHINESE GOVERNMENT TROOPS HAVE CAPTURED NACHI. PART OF A ZEPPELIN'S PROPELLOR HAS BEEN FOUND IN KENT. IMPERIAL CONFERENCES REGARDING THE WAR ARE PENDING. THE FRENCH POSSESS LARGE RESERVES OF MEN NOT YET USED. THERE IS NO CAUSE FOR ANXIETY IN THE NEW GERMAN THRUSTS. SO FAR FIVE GERMAN GENERALS HAVE BEEN KILLED AT VERDUN. ESTABLISHMENT OF MINISTRY OF COMMERCE IS TO BE CONSIDERED. THE BACKBONE OF TURKISH CAMPAIGN IN THE CAUCASUS IS BROKEN. GOVERNMENT WILL ISSUE PEACE BOOK CONCERNING AFTERWAR TRADE. IT IS REPORTED THAT TURKEY APPROACHED RUSSIA REGARDING PEACE. GERMAN GENERALS AND COMMANDERS NOW HEAD TROOPS IN ASSAULTS. AUSTRALIA INTENDS TO ERADICATE GERMAN TRADE ROOT AND BRANCH.

SPECIAL CABLE.

THE YUNNAN REVOLT.

Government Troops Capture Nachi.

(From Our Own Correspondent).

Shanghai, March 8.

It is officially reported that the Government troops have captured Nachi, the rebels being totally defeated.

THE PROPOSED MINISTRY OF COMMERCE.

(Reuter's Service to The "Telegraph.")

March 8, 1.25 p.m.

Mr. Asquith, in receiving a deputation from the Chambers of Commerce of the Empire, promised to consider the establishment of a Ministry of Commerce, and said he hoped the Allies' Trade Conference, which would probably meet within the next fortnight, would reach conclusions of a satisfactory nature to Britain and her Dominions. On the subject of German trade, it was most desirable to hear what the Premiers of the Dominions had to say.

Mr. Asquith announced that the Government were preparing a Peace Book to enable commercial interests to meet the situation after the war, and to make adequate preparation.

TURKEY SEEKS PEACE WITH RUSSIA.

March 8, 1.25 p.m.

A New York telegram states that definite information has reached Washington that the backbone of the Turkish campaign in the Caucasus had been broken, and that Turkey has approached Russia on the subject of a separate peace.

THE ALLIES IN THE WEST.

No Cause for Anxiety.

March 8, 2.40 p.m.

Reuter's correspondent at Paris states that military writers emphasize that there is no cause for anxiety at the new German thrusts on the left bank of the Meuse, where the Germans are now hurrying a reserve of a hundred thousand men, having failed at Douaumont.

The vigour of the enemy's offensive is considered good for the Allies, as it will prevent another German offensive in the West for a long time, whereas the French possess large reserves which they have not yet used.

So far five German Generals have been killed at Verdun. It appears that the Germans have been compelled to change their methods, Generals and Commanders now heading the troops in assaults.

ZEPPELIN PROPELLOR FOUND IN KENT.

March 8, 2.40 p.m.

A portion of a Zeppelin propeller has been found in Kent.

THE NAVAL DEBATE.

Bewilderment at Mr. Churchill's Intervention.

March 8, 1.25 p.m.

Lord Fisher listened to the debate in the House of Commons and was loudly cheered when he rose to leave.

Mr. Winston Churchill's references to Lord Fisher were received with applause. It was expected that Mr. Churchill would make a dramatic reappearance, but scarcely the sensation which he furnished. The House listened with bewilderment to his demand for Lord Fisher's recall, in view of the belief that it was Mr. Asquith's refusal to accept Lord Fisher's dictation, and to dismiss Mr. Churchill from the Government, that led to Lord Fisher's resignation.

This bewilderment is reflected in the Press comments, which admit inability to understand the precise purpose of Mr. Churchill's intervention, and regret that the matter has been raised in a manner likely to provoke personal controversy.

THE RUSSIANS' PROGRESS.

(Havas Telegram.)

March 8.

A Petrograd message says:—We exploded, near Ilouk, 14 mine furnaces, and occupied the excavations. We repulsed an attack east of Baranovitch railway station. We annihilated, north-west of Ousatchko, the enemy's outposts, capturing a trench.

TELEGRAMS.

THE DOMINIONS AND WAR MATTERS.

Reuter's Service to The "Telegraph."

March 7, 1.25 p.m.

Mr. W. M. Hughes, Prime Minister of Australia, interviewed by Reuter's Agency, said Australia intended to eradicate German trade root and branch. He came to England on the invitation of the Imperial Government to discuss war matters, including the position of the Dominions at the Peace Conference, also the policy for the Pacific question and regarding German influence in the trade of the Empire. He had proposals to submit in relation to all of these matters.

The Times says it is understood that Mr. Bonar Law will begin his conference with Mr. Hughes to-morrow. There is reason to believe that the meetings between Mr. Hughes, Mr. Massey (Prime Minister of New Zealand) and Sir Robert Borden (Prime Minister of Canada) have resulted in an agreement on many important points. Mr. Hughes, therefore, meets the Imperial Government in the unique position of representing three Dominions.

Mr. Hughes, during his five weeks' stay, intends to speak frankly in public on after-the-war problems.

Sir Robert Borden will soon be in England and he and Mr. Hughes will meet and will later confer with Mr. Massey in Canada if the last-named does not reach England before they leave.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

EARLIER TELEGRAMS.

AUSTRALIAN PREMIER IN ENGLAND.

March 7, 4.45 p.m.

The Australian Premier, the Hon. Sir Thomas Hughes, has arrived at Liverpool. On being interviewed, he said he had come to exchange views with the Imperial Government regarding the war. Australians would use every ounce of energy to assist in the achievement of victory, not only on the battlefield, but in commerce and industry. He hoped to enlist three hundred thousand men by June and he expressed a desire to visit the Western Front.

IN THE COMMONS.

Mr. Balfour and the Navy.

March 7, 5.29 p.m.

In the House of Commons, Mr. Balfour, in introducing the Naval Estimates, dwelt on the international work of the British Fleet. The present Board, he said, had directly continued the work of its predecessors, including shipbuilding activities. He emphasized that Mr. Churchill was completely justified in saying that the Fleet he had prepared was adequate to the task of maintaining command of the seas, and he paid a tribute to the Admiralty for clearing the seas of German cruisers. He also emphasized the magnitude of that task since the Mediterranean operations, especially with the appearance of submarines there. The Navy had transported about four million combatants, one million horses, two and a half million tons of stores and twenty-seven million gallons of oil, and they might view with satisfaction the achievement of such a task, especially considering the new dangers that had to be faced. He eulogised the work of the Committee on Imperial Defence. The Navy was protecting the liberties of the world and had expanded enormously the tonnage under the white ensign, including the auxiliary cruisers which had increased by a million tons since the outbreak of war. He paid a warm tribute to Mr. Churchill's work in connection with the naval air-service, which had grown ten-fold. The Navy would always require the special air-service and none could say what the future relations between Zeppelins and aeroplanes would be, as both were improving, the latter being the faster. He considered that airships were most desirable for naval scouting, and we were developing these, but the difficulty was the accommodation. Warship building during the past nineteen months had been unprecedented. Dreadnought-battleships, dreadnought-cruisers, light-cruisers, destroyers, submarines, and patrol-boats had been greatly augmented and had suffered no check. The same could be said about guns, stores and munitions; but we were not replacing armed cruisers. The naval division which had covered itself with glory at Gallipoli would be kept at its full strength of six battalions. The health and discipline of the Grand Fleet had left absolutely nothing to be desired (cheers). He paid its tribute to its enterprise, courage and skill, and also to the work of the submarines in the Sea of Marmara and the Baltic (cheers). Toe minesweepers and trawlers (cheers) were facing unexpected peril, but they never seemed to fail (cheers). He tendered, (amid loud cheers), his thanks for the bravery of the mercantile marine. Mr. Balfour concluded by saying that Admiral Jellicoe and other admirals had shown themselves to be worthy of their immense responsibility (cheers). There was the freest exchange of ideas and everything worked most smoothly between the Admiralty and the admirals. He did not think there was the slightest justification for certain sub-acid pessimism, for the world would come to recognise that the basis of the Allies was the British Fleet. He could not understand how anyone who had been confident in 1904 could be anxious in 1916.

Mr. Churchill "Creates a Stir."

March 7, 7.50 p.m.

In the House of Commons, Mr. Churchill affirmed that we must not assume that the German Fleet would be content to lie impotent. He denied the Kiel Canal, and created a stir by asking if the timetable of the shipbuilding of the previous Board was being kept. There must not be any limit to labour where the Fleet was concerned, and vital units must be the first charge on our labour resources. He urged Mr. Balfour to fortify himself, and to vitalise and animate the Board, by recalling Lord Fisher.

TELEGRAMS.

IN THE COMMONS.

Germany's Standard of Achievement!

[Reuter's Service to The "Telegraph."]

March 7, 7.09 p.m.

Mr. Balfour announced in the House of Commons that the Moors had eluded our patrols going out and had succeeded in getting back round the north of Iceland. The baffling of Berlin for the Moors showed that the enemy's standard of the achievement was not high.

Land For Soldiers and Sailors.

March 7, 7.50 p.m.

In the House of Commons, Mr. Bonar Law said that he was approaching the Premiers of Canada and Australia with a view to a comprehensive scheme for a land settlement for ex-soldiers and ex-sailors.

Mr. Chamberlain and the Near East.

March 7, 8.50 p.m.

In the House of Commons, Mr. Chamberlain said that the situation at Aden was unchanged. A small column had inflicted casualties on the Turks, twenty-four men being killed and two wounded. He expected to receive a report from the Raj, shortly, covering all recent minor operations, and on the receipt of it, he would consider the question of its publication. Arrangements had been made to utilise suitable river craft from the Nile and elsewhere for transport of troops and for the accommodation of wounded from Mesopotamia.

Mr. Churchill Snubbed.

March 8, 8.50 p.m.

Commander C. Bellairs said that it was intolerable that anyone in a high position like Mr. Churchill should be trying to interfere with the Government. Admiral the Hon. Sir Hedworth Meux, in his maiden speech, said that the appointment of Lord Fisher would cause consternation in the Navy, and that the reason of the intrigues on Lord Fisher's behalf was that the Admiralty was working to the satisfaction of the Navy and not advertising the fact. He reminded Mr. Churchill that a rolling-stone gathered no moss. He wished him success in France and hoped he would stay there.

THE CALLING OF THE MARRIED MEN.

March 7, 7.00 p.m.

Lord Derby, speaking at Manchester, said that married men had been called up long before they had expected, but he was sure they would respond patriotically, though he did not doubt that they would be able to secure a sufficient Army composed mainly of single men.

THE ALLIES IN THE WEST.

German Claims Getting More Modest.

March 7, 8.50 p.m.

A Berlin communique claims that a hundred prisoners were taken in Champagne and three hundred at Fraines, a part of which was captured. It only mentions artillery activity west of the Meuse and that a Zeppelin bombed Bar-le-Duc.

Hill 265.

March 7, 8.50 p.m.

Hill 265, mentioned in the French official message, is about a mile south-east of Forges.

Activity Near Hohenzollern Redoubt.

March 7, 11.30 p.m.

A communique says: The day has been quiet except in the neighbourhood of the Hohenzollern Redoubt, where the enemy made three unsuccessful bombing attacks. Last night he exploded a mine in the same place, but the crater. There has been much activity with trench-mortars, grenades and artillery fire between the Hohenzollern Redoubt and Loos.

More Give-and-Take.

March 8, 1.35 a.m.

A Paris evening communique received in London, is incomplete, probably owing to the storm and the interruption of the cables. It says that, west of the Meuse, the bombardment by heavy guns is continued with intensity. The enemy in the course of the day multiplied his infantry attacks, between Bethincourt and the Meuse. These attacks were repulsed except in the Crows Wood sector, where the enemy gained a footing. The Germans east of the Meuse as a result of a violent bombardment of the region of Hardamont wood, penetrated a redoubt, but a counter-attack immediately ejected them. The Germans in Woivre occupied the village of Fresnes after a fight in which they lost heavily. We bombarded cantonments east of Muhlbach and trenches at Wattwiller, in the Vosges. A German aeroplane was brought down in Argonne, and two airmen were wounded and captured.

A New Phase.

March 8, 5.50 a.m.

Reuter's correspondent at Paris reports that the battle has entered a new phase with the Germans abandoning their costly attacks at Douaumont and losing infantry west of the Meuse. It is still doubtful whether the Germans will confine their action to reducing a troublesome salient, or whether they are beginning a concerted action on the wings. The French have been expecting an offensive to the west of the Meuse and are fully prepared. The region is favourable to German attacks. The Meuse valley is flooded; hence, the abandonment of the village of Forges, which is at the bottom of the valley and only held by outposts at Hill 265. The French are now solidly entrenched at Mort Homme, a position which is resisting desperate assaults.

(Continued on page 8).

WEATHER FORECAST

OVERCAST

Barometer 30.00

TELEGRAMS.

MISHAP TO LORD CURZON.

(Reuter's Service to The "Telegraph.")

London, Received, March 7.

Lord Curzon, ex-Viceroy of India, has broken an arm.

Later.

Lord Curzon has fractured an elbow.

BOARD OF TRADE.

February Imports.

London, Received, March 8.

The increases in imports for February total £2,147,771 and, in exports, \$10,153,845.

Increases.

London, Received, March 8.

The Board of Trade returns show increases in imports of grain and flour amounting to \$1,425,517, and in exports of cotton amounting to \$2,448,690.

THE ASTURIAS DISASTER.

London, Received, March 8.

The Principe de Asturias disaster was due to the fog. She sank within five minutes. Many officials are among the four hundred drowned. Details are lacking.

THE RUPEE IN EGYPT.

London, Received, March 8.

Reuter's correspondent at Cairo says that a decree of the Sultan makes the rupee legal tender in Egypt until further notice, and has fixed the rate at sixty-five millimes.

S.S. NELLORE ON FIRE.

London, Received, March 9.

Lloyds report that, at Malta, the British steamer Nellore from Yokohama to London is afire in the main hold. Tugs are assisting and passengers and mails have been landed.

[The Nellore left Hongkong on February 3 with the following European passengers on board:—Mr. Leonard Corner, Mr. G. E. Brockett, Mr. H. Parsons, Mrs. O. and Miss Florence Tucker, Mr. and Mrs. E. H. Williams, Mr. F. Harries, Mr. H. Jenkins, Mr. G. E. Davies, Mr. O. S. Page, Mr. A. Ellis, Mr. W. Beech, Mr. B. Shackleton, Mr. G. T. Kahn, Mr. and Mrs. P. B. Parker, Miss Blagg, Mr. E. Mazzi, Mr. and Mrs. G. D. Spoor, and Mr. C. Woldringh.]

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

The Currency Problem—

Lecture by Mr. J. M. Xavier, City

Hall; 5.15 p.m.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Saturday, March 11.

A.D.C. Performance of "The

Angel in the House"; 9.15 p.m.

Tuesday, March 28.

Hongkong Fire Insurance Co.,

Ltd.—Meeting of shareholders;

noon.

Wednesday, March 29.

China Sugar Refining Co.,

Ltd.—Meeting of shareholders;

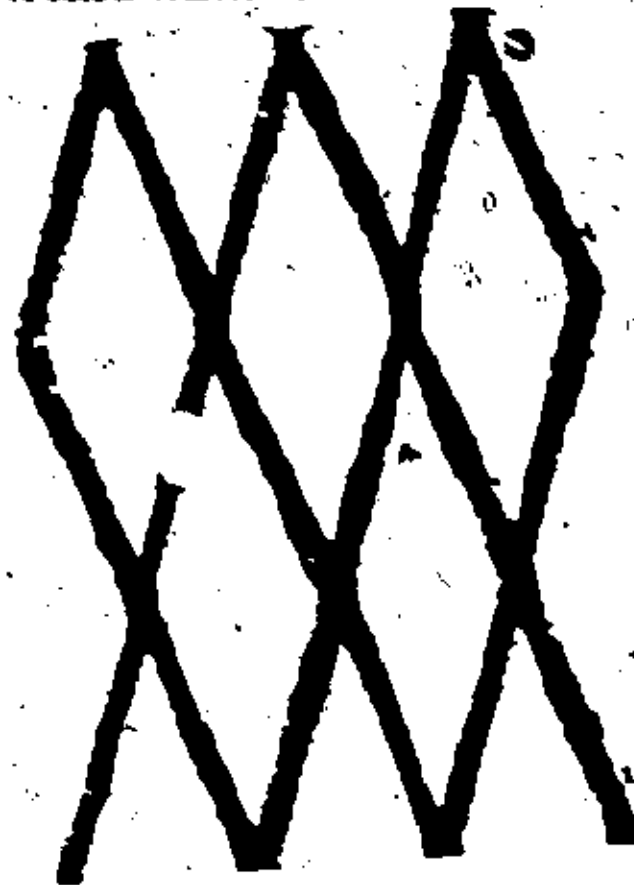
11.30 a.m.

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GENERAL NEWS.

The Higher Civil Service Examination.

The Law Compiling Bureau has explained why graduates of the preparatory department of universities are not eligible for the Higher Civil Service Examination: it is because they possess no qualification as specialists that they are not allowed to enter for the said examination.

Affairs in Mexico.

El Paso, March 1.—The long-fearing revolution in Mexico under Felix Diaz, nephew of the late Porfirio Diaz, former president, broke out last night in the state of Oaxaca, southern Mexico. Diaz, posing as a deliverer of the Mexican people from the rule of Carranza, calls upon all Mexicans to "unite in order to bring order out of chaos."—*Manila Bulletin*.

A Murder Case.

Penang, Feb. 29.—A serious affray is reported aboard the Koninklijke Paketvaart Maatschappij's steamer Singapore at Sabang. The second engineer was murdered and the Chief Engineer, Onwenei, was severely cut by a Maduran fireman. The latter stabbed the deceased in the throat. The Chief attacked the assailant and was wounded in five places. The culprit was eventually overpowered. Onwenei is now in hospital. The fireman has been handed over to the police.—*Singapore Free Press*.

An Expert in Hymnology.

The announcement that a supplement will shortly be issued to "Hymns, Ancient and Modern," for the Church of England, recalls an interesting story in connection with the last new collection of the Wesleyans, says the *Globe*. They called in the aid of Sir F. Bridge, who preserved the traditions of this religious body in an amusing manner. His cook, who had been with him for 30 years, was a Wesleyan, and when he was in a difficulty he went to the lift, which connected the kitchen with the dining-room, and asked her if she knew a certain hymn. Then, at his invitation, the cook would sing the hymn up the lift.

Shameful.

It is shameful says John Bull to read of a wounded soldier being in the Workhouse at Frome. The man had been nine months at the front, came home wounded, was discharged from a military hospital at Brighton, and admitted to Frome Workhouse. He was then "out of health," but has much improved since his admission. Let us do Frome Guardians the justice of recording that, directly the facts were made known to them they unanimously decided to inquire fully into the matter. We trust this means that by now the man is out of the House. The nation must not let its heroes change from khaki into a pauper's corduroy. The Workhouse uniform is not for them.

The Typhoid Germ.

Says the Bulletin of the New York Health Department, in part: "Health officials have come to learn that much of the so-called room-disinfection heretofore practised during and after infectious disease was unnecessary and are placing their main reliance on mechanical cleansing with soap and water, followed, if possible, by sunlight and fresh air. The manufacturers of disinfectants, on the other hand, often make alarming and misleading statements concerning the mode of spread of infectious diseases. Thus the suggestion was recently made that, 'during the course of such diseases as typhoid fever, the germ can be recovered with difficulty from horizontal surfaces near the bedside.' In order to test the validity of this statement and the need for the suggested action, the Bacteriological Division of Mount Sinai Hospital recently undertook a careful investigation, during the course of which more than forty cultures were made. The results were uniformly negative so far as the presence of a motile bacillus resembling the bacillus of typhoid fever was concerned."

For a good solid meal, a la Carte or Table d'Hôte with Wines & Liquors of the Best ALEXANDRA CAFE.

GENERAL NEWS.

Making Economic History.
"Never, perhaps, in all history," the Iron Age points out, "have men made a greater effort to look into the future than the effort they are now making to determine what economic conditions will obtain when the great war has ended."

Switzerland Preparing.
Bern, February 2.—The Federal Council has ordered the immediate inspection of all Swiss citizens who, although exempt from military service, are acquainted with the use of firearms, and are between the ages of 16 and 60. The order further authorizes citizens over 60 years of age to present themselves voluntarily at the same time. All Swiss and foreigners domiciled in Switzerland who possess a rifle or carbine, are likewise enjoined to submit these weapons for inspection. Finally, all Swiss exempt from military service, who are attached to the auxiliary services of the active army and belong to the classes 1883 to 1892, will have to undergo a fresh medical examination.—*Reuter.*

Well-known Surveyor's Death.

A cable has been received in Kuala Lumpur announcing the death at Torquay, after a short illness, of Mr. H. J. Hemmy, late of Selangor. Mr. Hemmy joined the Selangor Survey Department about 25 years ago, after being in New Guinea. After some years he left the service and became a licensed surveyor, among other work doing the subdivision of Weld's Hill estate into a residential suburb. Later he took up road contracts, and in partnership with Messrs. Walsh and Mitchell, constructed the Bentong Road. About the same time he took up mining. His best mine was the Bakau Lodge, which was ultimately worked by a syndicate. He had also large interests in different rubber properties, which he helped to develop preparatory to flotation.—*Malay Mail.*

Receipts from Wine and Tobacco in China.

The Government has received a report from Mr. Niu Chuan shan, Director-General of the Government Wine and Tobacco Monopoly, that he expects to collect a revenue of about 30,000,000 dollars throughout the country this year from these two sources and that he is going to establish special offices in the various provinces immediately with a view to assisting the central Government to secure this huge amount of money for meeting administrative and other expenses at this critical moment. The Peking, Nanking, Tientsin, Shanghai and other offices have already been established by Mr. Niu, who says that he will gradually extend them to other less important and frontier provinces. The Chinese authorities regard this new office as next to the Salt Administration in importance financially, because it yields about \$30,000,000 per year for Government uses.

The Berlin Food Riots.

A neutral just back from Berlin describes food riots there as follows:—The demonstration was preceded by a procession, chiefly of women and children, who formed in the well-known working-class district of Moabit. On Jan. 12, in the morning, an immense procession was formed in Moabit, carrying blackboards, with the inscriptions in white:—"We want bread! Give us back our husband! We want peace!" The procession reached Unter den Linden, passed beneath the Brandenburg Gate, stopped outside the Reichstag, and then made towards the Imperial Palace. Some of the military patrols stood aside and let the crowd pass. At one point two companies of infantry were ordered to fire, but refused. They were withdrawn, and as they retired, they unmasked two machine guns, which began firing on the crowd. A panic ensued, and it was reported that the casualties were 60 dead and 300 wounded, mostly women. Three thousand fresh troops have been sent to reinforce the Berlin garrison.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICES.

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ARE A
FORTY YEARS EXPERIENCE
EMBODIED IN THE MANUFACTURE

AND
Backed by Guarantee

FOR
FIVE YEARS.

CASH OR EASY TERMS.

S. MOUTRIE & CO., LTD.

WILL TOBACCO COST MORE?

Effect of New Prohibition of Imports.

The effect of the prohibition of imports, which concern a large section of the nation, with the object of setting free tonnage for the carriage of "foodstuffs, fuel, or other essential supplies," was generally discussed recently. The following show the position of affairs in the trade and industries affected and how the Government action is viewed:—

Tobacco.
No real danger of a deficiency. From 18 months to two years' stock in the country, of which perhaps 80 per cent. is in the hands of the Imperial Tobacco Company. Imports of unmanufactured tobacco have increased very considerably since the war began. Last year they amounted to 1,055,332,695 lb., valued at £7,616,886, while in 1913 they were 1,623,365,925 lb., valued at £6,709,052.

One manufacturer interviewed, said that, where there were stocks in hand, it would not be necessary to put up the price. Another manufacturer, however, said it was inevitable that the prices would go up, and perhaps considerably. The manager of a large firm of retail tobacconists stated that the cost of tobacco is likely to be doubled.

The statement that tonnage set free would be available for the carriage of essential supplies was described by Mr. Arthur Phillips, of Messrs. Godfrey Phillips and Co., who regarded the Government proposal as a "sledgehammer to crack an egg," a "simply foolish and ridiculous" as applied to tobacco.

"The cubic ton space of the total importation of tobacco in a year is about 180,000 tons," he said, "and that is about one-twelfth of the cubic space taken up by paper. It would make no difference to freights; it is such a small amount. It would also mean a loss to the revenue of from £21,000,000 to £24,000,000 a year."

Paper Material.
Prohibition will result in smaller newspapers, fewer books, and general economy in stationery. Newspapers have already discussed the question of size and the abolition of "returns."

If sufficient economy in paper can be obtained by restrictions in the size and in "returns," no general increase in the price of daily papers need be contemplated, says the *Daily News*. With regard to stationery there is ample scope for economy on the part of everybody. One of the chief offenders in the matter of extravagance are the Government departments, who will send a short communication on a double-foolscap sheet of expensive paper, or enclose with a printed notice, a sheet of the same quality bearing the words "With compliments." A smaller slip with the same inscription is in general use by business firms. Householders can assist the home paper-making industry by saving rags and waste paper.

North British & Mercantile Insurance Company.
In which are re-insured the shares of THE OCEAN MARINE INSURANCE CO. LTD.

THE RAILWAY PASSENGERS' ASSURANCE COMPANY.
(TOTAL FUNDS AT 31st DECEMBER, 1914)

1. Authorized Capital £5,000,000
Subscribed Capital £4,500,000
Paid-up Capital £5,437,500
II.—Fire Fund £3,337,047
III.—Life and Annuity Funds £7,267,250
Sinking Fund Account £2,250

Revenue Fire Branch £3,331,536
Life and Annuity Branches £1,141,593
Marine Department £37,273
Other Receipts £48,940

£5,359,338
The Accumulative Funds of the various Branches are separately invested and by Act of Parliament are set aside to meet the claims under the respective Departments of this Company's business.

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.

Ahyan, 13 Jubilee Street.
Dickinson
Carv Ho, Astor House.
Fongqui, c/o Wing Sang.
Limyeokshoo, c/o Perghung-chiang.
Marcia Roberto.
Paul
Swaffield.
Vandryk.
Vivencio Alejandro.

J. M. BECK, Superintendent.
Hongkong, 3rd March, 1916.
Great Northern Telegraph Company, Ltd.
Auckland, Chartered Bank.
Chowkamsang, Kungsheng-loong, 19 Connaught Road.
Focktaishun.
Ngsoolim, Astor Hotel.

A. B. SORESENSEN, Act. Superintendent.
Hongkong, 3rd March, 1916.

Building Material & Furnishing Woods.

Building work have generally been discouraged by the Government, and the labour shortage has also done much to reduce building in this country. The prohibition on the import of building materials will not, therefore, cause very much public inconvenience. The imports of furniture woods, hardwoods and veneer last year amounted to 239,438 tons, but it is fairly certain that the amount affected by the prohibition, which does not include hardwoods, will be considerably smaller than this figure.

Fruit.
It is believed that the fruit affected by the new regulations will be apples, oranges, and grapes. The probable exception in the case of bananas is because they can be carried on deck.

Shipments of apples to the United Kingdom this week total over 28,000 barrels, about 2,000 tons. From Valencia last week 132,000 cases of oranges, 9,900 tons, were shipped, and this week 120,000 cases.

Very large quantities of grapes are required for the wounded. The value of the fruit imported last year was £11,424,761, including apples 3,343,623 cwt., grapes, 577,700 cwt., and oranges 6,004,330 cwt.—*Gloucester.*

Prepaid Advertisements

— ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

TO LET.—Three-roomed Flats in Humphreys Buildings, Kowloon.
Four-roomed flats in May Road, with every modern convenience, including English baths and kitchen ranges, hot water and water carriage system. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
Four-roomed Houses in Gordon Terrace and Salisbury Avenue, Kowloon.

Two roomed flats in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.

TO LET.—Offices at 2 Connaught Road.
Offices in King's Buildings, Offices in Des Voeux Road Central.
Houses in Clifton Gardens, Conduit Road.
New Houses in Broadwood Terrace.

Houses at the Peak.
No. 1 Moreton Terrace, Causeway Bay.
Godowns at Wanchai.
No. 1, 2 and 3 West End Terrace, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—From 1st April, 1916, the premises at present occupied by MESSRS. DONNELLY & WHYTE. For full particulars apply to—MANAGER, HONGKONG HOTEL.

TO LET.—A House in Knutsford Terrace, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Offices, 5, Duddell Street, now in occupation of Messrs. Hedecker & Co.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Office on 1st Floor, No. 14 Pedder Street.
Apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—First Class shop in Chater Road, whole or part, lane at rear. Apply Clarke & Co.

TO LET.—No. 5 Morrison Hill—Apply, Property Office, Jardine, Matheson & Co., Ltd.

TO LET.

TO LET.—A splendid set of Office Rooms on the First floor of No. 10, Des Voeux Road Central (above the Robinson Piano Co.) comprising three large and two small rooms with out-houses and servants' quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the banks, and shipping offices. Rent moderate. Apply to—
MOW FUNG & CO., 10, Des Voeux Road Central.

TO LET.—"La Hacienda" E. No. 74 Mount Kellett Road, Chater's Bungalow, No. 66 Nathan Road, Kowloon. Apply to CHATER and MODY, 5 Queen's Road Central.

TO LET.—For six months from 1st May, furnished four roomed house, Stonehouse, No. 67, Mount Kellett. For particulars, Apply—Percy Smith, Seth and Fleming.

WANTED.

WANTED.—A Nurse to look after an infant on voyage to England in return for passage and small bonus. Apply to—K.K. c/o "Hongkong Telegraph."

WANTED.—A travelling Amah, any nationality, for lady going to England about March 24th. Also to assist in care of baby. Apply at once to—B.B. c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—One 10½ B.H.P. Hornsby Ackroyd Oil Engine complete with and coupled direct of one 6 K.W. Continuous Current Shunt Wound Dynamo to 50/70 volts with shunt regulator. ALSO One Switch-board for Accumulators. Dynamo, &c., complete with instruments for 100 Amps. For further particulars apply to Messrs. Linstead & Davis, Alexandra Buildings. Hongkong 15th September, 1915.

NOTICES.

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FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE SHIPPING OF TOURISTS' BAGGAGE AND PURCHASES. TRAVELLERS' CHEQUES CASHED.

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FOR QUALITY AND CHEAPNESS TRY

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AND
FOR EVERYBODY.

Largest and Most Complete
Stock in the Colony.

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FOR LADIES & GENTLEMEN.

EVERY REQUISITE FOR TENNIS.

LANE, CRAWFORD & CO.

PALL MALL Cigarettes.



Have Unusual Qualities and an Individuality that at once create a preference for this Exquisite Brand.

JOHN COTTON, LTD. CIGARETTES.

EDINBURGH "O" in tins of 50s \$1.50

VIRGINIA " " 50s 1.35

EXTRA NO. 3 VIRGINIA " " 50s .85

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HOTEL MANSIONS.

DISS BROS.

English Tailors.

NO. 1, WYNDHAM ST. (FLOWER ST.)

Established 1900.



N. LAZARUS.

OPHTHALMIC OPTICIAN.

WAR AND HEADACHES.

Have you noticed that your eyes are much more tired and that you have headaches since the war started? Everyone is reading two or three times as many papers as usual. Their additional reading causes eyestrain in eyes which had been previously capable of doing all the work they were asked to do. If your eyes were perfect, or if you had correctly fitted glasses, you could read all day without tiring your eyes.

We make no charge for testing your eyes, therefore if your eyes tire call in and ask if you need glasses.

N. LAZARUS

NOTE CHANGE OF ADDRESS, OPHTHALMIC OPTICIAN 22, QUEEN'S ROAD CENTRAL.



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PREVENTED AND CURED BY

ESANOFELE

AT ALL DRUGGISTS

FREE SAMPLES & LITERATURE TO PHYSICIANS.

C. MARTINI, SOLE IMPORTER, HONGKONG.

THE CONDITION OF YOUR HAIR DEPENDS ON THE CONDITION OF YOUR SCALP.

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WATSON'S - RESORCIN - HAIR WASH

The HAIR TONIC that Kills The DANDRUFF GERM. Cleanses the Scalp & thus Produces a Luxurious & Healthy Growth.

PREPARED ONLY BY

A. S. WATSON & Co., Ltd.
HONGKONG AND CHINA.



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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—
Daily issue—\$36 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than a month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. (Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshu, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, THURSDAY, MARCH 9, 1916.

SOME SILLY CALUMNIES.

When positive proof was forthcoming as to the brutalities committed by the semi-civilized troops of the Kaiser against Allied wounded and prisoners, the *Telegraph* made bold to prophesy that Germany's natural instinct in the way of lying would prompt her, sooner or later, to attempt to discount the stories that were to the discredit of her men by means of trumped-up charges against the Allies' troops. Germany has not disappointed us, for, in addition to the transparent inventions which her press has published, she recently entered upon a more elaborate effort to enlist neutral sympathies and to cover her own shame. This took the form of a *Note Verbale*, handed to the American Embassy; and, in it, charges were made against British, French and Indian soldiers, respectively, of ill-treating German prisoners. We have not heard what reply the French officials made to these accusations, but it is interesting to read that the cudgels were wielded in behalf of the British and Indian troops by Hongkong's old friend Lieut. General C. A. Anderson, who, until about two and a half years ago, was G. O. C. in this Colony.

This gentleman, writing as General Officer Commanding the Indian Corps says: "(1). No maltreatment whatever was practised by British or Indian troops. (2). German wounded were rescued with heroism by British officers and men, and received most humane treatment in every way." This plain statement from General Anderson is quite sufficient to satisfy all Britishers, for they know that it is not their soldiers' habit to circulate or subscribe to deliberate lies. In order, however, to satisfy neutrals or enemies, whose trust may not be complete, the General particularises. "The German Note states," he remarks, "that British troops, in front of their trenches at Aubers, tied a wounded German soldier to a tree, opened fire on him when he waved to the German lines, and repulsed by their fire the attempts made by the Germans to free him from his desperate position.—This statement rests on the authority of a wounded Bavarian soldier who was lying in front of the British trenches near Neuve Chapelle and who describes seeing Indian soldiers. There were no Indian troops, during this period, north of the southern portion of Neuve Chapelle, which is fully three thousand yards south of the trenches opposite Aubers. The absurdity of a badly-wounded man crawling three thousand yards is too apparent to be worth discussing."

The example given is sufficient to show the trend of the accusations and of the General's reply to them. The type of crime which the Germans have attributed to our men, unfortunately for the inventors, is just the kind of thing that would never occur either to the British or to the Indian brain. Had they told us that a company of Indians, maddened at the sight of their own dead, had fired on a few prisoners, the story would have been just feasible—even though the fine discipline that obtains in the Indian regiments would render such a thing very highly improbable. Or again, had it been alleged that e.g. a couple of young Tommies from the East End had undertaken to improve the education of one or two Germans with their belt-buckles, one would have preferred a perfectly open mind on the point—barring, again, the fact that there are the officers and non-coms to be reckoned with, and that these would have more than strong objections to any interference with prisoners. But, instead of this, British and Indian soldiers are credited with the sort of calculated brutality that could only suggest itself to a cultured German brain. In any case—and supposing the charges made, and a few hundred more were all actual facts—who are these people who are crying out about cruelty? When the day of reckoning comes, the Germans will want all their breath to defend themselves against the charges which will tell themselves have to be confronted, and will have none left to waste in telling impossible lies about the soldiers of the Entente.

A Worthy Appeal.

The appeal which we published yesterday for a continuance of support to Dr. Bernardo's Home is one which we hope will not fall on unympathetic ears. It is an unfortunate circumstance that, at time like the present, when there are so many calls on one's purse, the tendency on the part of the public is to forget those organisations and institutions which for many years have been doing sound and solid work along charitable lines. For that reason, the claims of Dr. Bernardo's Home deserve at the moment to be brought into the limelight for there surely can be no nobler work than caring for the fatherless and the motherless, training them in useful callings and turning them into good citizens. And the point should be remembered that the war has thrown more rather than fewer responsibilities on such an organisation as this. Many children, we are told, have been sent into the Home to be cared for during the war, while a fact which should induce the public to lend a helping hand, out of a lively appreciation of past efforts, is that at this time of crisis, no fewer than 5,000 old Bernardo boys are to be found in the Empire's fighting ranks.

The "Good Man." Our Second Police Magistrate has a very tender heart towards the type of Chinese who, on being brought before the Court, plead that he is "a good man" and can bring evidence to prove it. We can recall very many occasions on which Mr. Wood has adjourned cases in such circumstances, to allow the accused man to search for his friend. And we also know that, on more than one occasion, the search has proved utterly abortive and thus nothing has been accomplished beyond wasting the time of the police when they might have been engaged on more useful work. Yesterday, in a case which had previously been adjourned, a Chinese, who had been charged with robbing a widow of a box of cigarettes, brought evidence to show that he was a man of good character, and his Worship, determined not to brand as a sinner a possible saint, let the accused go scot free, expressing the opinion that there might be "something" in his story. For ourselves, we have no doubt that there was something in the stand taken by the defendant—more, apparently, than the Magistrate could perceive. The varied Chinese rascal would have no difficulty in getting a convenient "friend" to swear that he was the most angelic, law-abiding citizen imaginable. Bearing that point in mind, not too much weight—if, indeed, any at all—should be paid to this type of evidence. The only satisfactory way to deal with these people is to judge them on the facts, and on the facts alone. Perhaps Mr. Wood will ponder over that observation and keep it in mind when the next case of this kind comes before him.

A Postal Muddle. Of late there have been quite a number of prosecutions in respect of the unauthorised carrying of letters, but, from a case which came before Mr. Wood on Tuesday, some confusion appears to exist on the point as to who should bring the charges. It seems that recently the Police were given authority by the Postmaster General to prosecute in such cases, but in this particular instance the latter had advised them that he did not wish to proceed. The Police may now well ask where they stand in the matter. The Magistrate, we notice, expressed the view that the instructions should be revised. We agree with him, if the revision will mean that this case-saving business is put a stop to. It is only making a laughing-stock of the Police to permit them to prosecute one day and to deny them the right the next. Looking at the matter from a common-sense point of view, we can see no reason why the Postmaster General should interfere at all. The offence is not merely one against the Post Office; it is one against the Colony, since it deprives the Colony of its rightful revenue. And if the Police get on the heels of an offender, they should be empowered to lay the charge, only bringing the Postmaster General into the case if he is needed as a witness.

DAY BY DAY.

THERES BUT THE TWINKLING OF A STAR BETWEEN A MAN OF PEACE AND WAR.—Baker.

The Weather. At the Peak 8 a.m. Temp. 51; heavy fog. (1915, 54 clear.) Lower level 8 a.m. Temp. 60; dull. (1915, 65 clear.)

The Mails. Canadian and U.K. Mails.—Closed per s.s. Titan at 11 a.m. to-day.

English Mail.—Closed per s.s. Nankin at 2 p.m. to-day. Siberian Mail.—Closed per s.s. Sinking at 3 p.m. to-day. Siberian Mail.—Due per s.s. Tinchow to-morrow.

The Dollar. The rate of the dollar on demand to-day is 1/1 3/16.

To-morrow's Anniversary. To-morrow is the 44th anniversary of the death of Joseph Mazzini, the Italian patriot.

A Drunken Watchman. A Malay watchman was charged before Mr. Hazeland, this morning, with being drunk and disorderly at Wanchai. Inspector Sim stated that the man was going along catching hold of people and creating a nuisance. A fine of \$5, or 14 days, was imposed.

Procession of the Cross. The Hongkong, Canton and Macao Steamship Co., Ltd., advise us that, to suit the convenience of travellers visiting Macao on the occasion of the Procession of the Cross on Sunday, 12th instant, the departure of their s.s. Taihan will be delayed till 7 p.m.

An Ungracious Act. A Chinese was to-day charged with stealing a quantity of Chinese bowls value \$3.80. It appeared from the evidence, that the complainant allowed defendant to sleep at his premises and when defendant left, the goods were missing. Mr. Hazeland said it was a very ungracious act and defendant would be sentenced to one month's hard labour and four hours' stocks.

Didn't Know her Husband's Name. It is seldom that a woman does not know her husband's name, but such was a case mentioned this morning, at the Police Court. A woman in the witness box, was asked by Mr. Hazeland, what was her husband's name, and, looking across to where her husband was sitting, she enquired "what is your name?" The man, like a dutiful husband, supplied the information and the case proceeded.

Melbourne Comedy Company. The Melbourne Comedy Company is to re-open at the Victoria Theatre to-morrow night, when an entirely new programme will be presented. The features will be "The Telegraph Boy" and the great detective musical comedy, "Caroline," or "Who Stole the Ponceby Diamonds?" Those who have seen the Company before will hear with pleasure of its reappearance. There will also be a grand all-comedy picture programme.

Death Interferes with Court Case. A Chinese woman was charged before Mr. Hazeland, this morning, with unlawfully having in her possession a brass steam pipe valued at \$15. It was stated that the woman was seen conveying it in Arsenal Street and said she was taking it to sell for her husband who is a marine store dealer. Inspector Sim stated that the husband died last evening, having been sick for some time. The case was remanded so that the woman could be given an opportunity to attend to the funeral arrangements.

Thieving on Ship. A coolie was charged by Inspector Sim, before Mr. Hazeland this morning, with stealing a brass steam pipe. Inspector Sim stated that the defendant said he had got it off the French boat in the harbour, but the second Engineer of the boat had not been able to identify it. In reply to his Worship, Inspector Sim said there was a great deal of stealing from ships in the harbour because the thieves know that the ships would not be in the harbour long. A remand for enquiries was ordered.

THE SITUATION IN CHINA.

Yunnan Position Improved.

The Shanghai National Review, of March 4, has the following:—The situation in Yunnan is perceptibly better than it was a week ago. Naturally the Government forces, supplied from far distant bases with the necessary equipment, are somewhat slow in exerting their full pressure and gaining any marked ascendancy over those of the rebels, whose failure to advance further than the successful in doing by their first rapid thrust is telling against them.

Never from the very beginning of the campaign has there been in the minds of competent judges the slightest expectation that eventually the rebels would achieve any substantial or permanent success, in spite of the fact that their local knowledge of a very difficult piece of country gave them undoubted advantages. Under the circumstances it was from the first somewhat surprising—that any responsible writer should encourage the idea that between Peking and Yunnan—using "Yunnan" merely for the sake of brevity and not with any implication of belief that the people of Yunnan were really concerned in the matter—there could be anything in the nature of a compromise on the question alleged to be at issue between them.

The alleged issue is a constitutional issue, but that is only a fictitious issue. Tsai Ao, for reasons best known to himself, has changed his mind about the virtues of a monarchical form of government, and he has chosen the wrong way of expressing his change of view. This we have insisted upon over and over again, but there still seems to be in some quarters a lingering belief in the transparent honesty of Tsai Ao, a sublime faith in his disinterestedness, and a deposit of credit in his devotion to democratic ideals that was, in the same quarters strenuously denied to the leaders of the Revolution in 1911. We note that the point we have been insisting upon for several weeks, indeed ever since the outbreak began, is fully endorsed by other observers. Thus the *Peking Daily News* takes our contemporary the *N. C. Daily News* to task for its simplicity in believing that Tsai Ao is a staunch democrat, a patriotic upholder of popular rights, and a fine blend of Hampden, Pym and Cromwell. He is nothing of the sort. As our northern contemporary says, "The genesis of the Yunnan revolt is not republican zeal. The men who are voicing the cry 'Save the Republic' are those who a few months ago were most zealous in their advocacy of reversion to the monarchical system."

Led away by the desire to gain prominence and power, they broke their oaths as military servants of the Government and then had the unblushing effrontery to accuse the Emperor-Elect of breaking his word." That sums up the whole situation, and to people of this kind there can be no question of offering olive branches. There can be no compromise until they are beaten and realize the fact, and then under certain circumstances they may be able to compromise for their necks. That is the most that can be done for them. An early surrender may save their skins, a persistent obduracy in rebellion can only forfeit their every claim. It is not a time for olive branches, but for a whiff of grapeshot.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

March	1	2	3	4	5	6	7	8	Tons
	176	183	177	181	177	176	172	173	
Total to 8th inst.	1,400								
Daily average	175.00								

SHANGHAI SHARE MARKET.

Messrs. A. L. Anderson and Co.'s weekly share circular (Shanghai, 4th March), says:—A very dull week's business with prices tending to sag in the Rubber market, where, despite the maintained value of the raw article, everyone seems to already possess as many shares as they can carry. Doubtless the approach of the March settlement, which is reported by those brokers who still engaged in forward business to be a heavy one, is having a depressing effect, but the recent continued drain of money from Shanghai is, to a large measure, responsible. Among the Cottons a small enquiry exists, but in all other directions there is very little doing. The opening rate to-day for T/P. on London was 2/7 1/2; the dollar rate being 72.4.

Debtentures.—There is no change to report since last week. Banks.—Hongkong and Shanghai. Only a few small transactions took place, and these at the unchanged rate of \$800, but we understand that some extensive deals have taken place in the south at an equivalent rate. Cash rates did not obtain notice.

Marine Insurance.—Cantons and Yangtze show a small appreciation. Unions unchanged, and North-Chinas are a little easier.

Shipping.—Indo-Chinas remain steady. Shanghai Tugs. The depreciation written off the Company's assets for 1915 was Tls. 30,679.71; a slight change in the form of the accounts induced the incorrect statement of last week. Koochens still offer at 22.

Mining.—Chinese Engineering fetched 11.60 and more might be placed. Philippines offer at 2.85; the local agency of this Company was discontinued as from 29th ultimo, and as the shares seem of small interest here, we shall cease quoting them after this issue.

Wharves and Godowns.—Shanghai and Hongkong. At the meeting called for 15th instant, the Directors will recommend the payment of a dividend of 3 per cent. The accounts are not yet in our hands.

Lands and Hotels.—Land Investments. Sales were made at 107, at which figure more shares could probably be placed. The profit for 1915 (including Tls. 57,778.28 brought forward) amounts to Tls. 799,518.38, of which Tls. 548,000 is absorbed by dividends and bonus paid and proposed, Tls. 58,867.92 transferred to Improvements and Renewals, Tls. 150,000 to Equalisation of Dividends, and Tls. 48,649.36 is carried forward. Withal, the balance at Profit for 1915, including Tls. 635.38 brought forward from previous year, Tls. 371.47 charged as interest on undeveloped land, and the profit of Tls. 529.07 on sale of a portion of the property, amounts to Tls. 37.09. Centrals. One sale was recorded at 87.30; the meeting is called for 15th instant.

Cotton Mills.—More enquiry, induced by greater mill activity and better yarn prices, exists, but holders seem loath to sell at present figures.

Industrials.—Langkats. The meeting is advertised for 30th instant; the accounts show a profit on the year's working of Tls. 1,257,217.27, a considerable improvement on that for the previous year of Tls. 176,577.78. After paying a dividend of Tls. 1 per share and making transfers to various accounts, a balance of Tls. 312,589.48 is carried forward. It is noteworthy that more than half the profit is contributed by Investment account and only about 30 per cent. by Oil and Timber.

Rubbers.—After an initial burst of activity on Monday and Tuesday, a calm was followed by drooping prices, and Friday and Saturday's business was practically nil. Anglo-Javas. The profit for the year, exclusive of Tls. 2,140.31 brought forward amounts to Tls. 424,178.85, of which Tls. 405,000 is reserved for dividends, paid and proposed, Tls. 24,300 for bonus to Estate Staff, and Tls. 4,020.39 carried forward. The depreciation written off amounts to Guldens 141,816.98. The Directors will propose that the

LAWN TENNIS.

H. K. C. C. Tournament Opens.

The first matches in connection with the H. K. C. C. lawn tennis tournament were played off last evening, four ties being decided. Some admirable play was witnessed. The results were:—

Open Championship Singles.—Ng See-kwong beat Ng See-chung 6-3, 6-2, 8-6.

Handicap Singles, "A" Class.—F. A. Redmond (scr.) beat L. N. Murphy (owns 3/8) 8-6, 4-6, 6-4. Captain Milner-Jones (reca. 15/1) beat Lt.-Col. Fairclime (reca. 4/5) 6-1, 7-5.

Handicap Singles, "B" Class.—G. W. Sewell (owns 15/3) beat O. H. Ritter (owns 3/8) 6-4, 8-6.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. C. Jenkins, D. S. P. (Reserve) state:—

Route March. Central Station, Friday, March 10th, at 5.15 p.m. sharp. First shift Patrolmen for this day, excepting Water Police Patrols, will not do Patrol duty but will attend this Parade. All Second shift Patrolmen will attend this Parade and also report for duty at 8.50 p.m.

Mounted Police. Trooper Roynance has been passed out. Trooper Scull will do Orderly Duty up to and including Saturday, March 18th. Further men are wanted for this detachment. Applicants, who should have some experience of riding, must communicate with Mr. G. W. Gregg.

Platoon Parades. Monday, March 13th.—No. 1 Co. (1) and No. 2 Co. (4) also No. 2 Co. (1 & 2) at St. Joseph's College.

Tuesday, March 14th.—No. 1 Co. (3 & 4) also No. 2 Co. (3) at St. Joseph's College.

Wednesday, March 15th.—No. 3 Co. (2) and No. 2 Co. (4).

Thursday, March 16th.—No. 1 Co. (1) and No. 3 (1).

Friday, March 17th.—No. 3 Co. (3 & 4).

N.B.—Platoon Numbers in brackets.

Musketry, Sunday, March 12th. Blake Pier 9.00 a.m. sharp. All N. C. Officers.

Blake Pier 1.00 p.m. sharp. No. 1 & 2 Platoons No. 1 Co.

Range Officers: Insp. Lammer N. C. Os of Nos. 1 & 2 Platoons No. 1 Co. will remain at the Range for duty in the afternoon.

Members doing duty with Maxim Gunner and Mounted Patrols who have fired Range A. to D. will attend to fire Range E. & F. with their respective Platoons.

A PAPER CRISIS.

Smaller and Dearer Papers Coming.

The stoppage of the exportation of pulp and paper from Sweden, will not immediately affect the British newspapers, says the *Daily Chronicle* of January 22; as this is the season when most of the outlets from Sweden for exports are closed.

It is stated, however, that the Government are contemplating the withdrawal of ships from carrying goods which are not considered indispensable for national purposes. It is probable, therefore, that the number of ships available for carrying pulp and paper, either from the Continent or from America, will be reduced.

This will have an almost immediate and revolutionary effect on newspapers. Newspapers will either have to be reduced in size or increased in price, or both. All newspapers in Allied and in some neutral countries have been very much reduced in size since the war, whereas the papers in this country have not undergone the same reduction.

5,000 unissued shares be issued to the Vendors, Messrs J. A. Watts & Co., at par.

Miscellaneous.—Only Electric Constructors, at 94 1/2, and T. phones at 37, obtained notice.

SHIPPING

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail On	Remarks
LONDON & Bombay, Singapore, Penang, Colombo, Port Said and Marseilles	Nankin (Capt. G. Manley)	3 p.m. 9th Mar.	Freight & Pass.
SHANGHAI, Moji, Kobe and Yokohama	Malta (Capt. C. G. Talbot)	about 15th Mar.	Freight & Pass.
LONDON & Bombay, Spore, Penang, Cebu, Port Said & Marseilles	Novara (Capt. H. R. Heitherington, R.N.R.)	about 24th Mar.	Freight & Pass.
SHANGHAI, Moji, Kobe and Yokohama	Nagoya (Capt. Garwood, R.N.R.)	about 25th Mar.	Freight & Pass.

All steamers are fitted with Wireless Telegraphy.

For Freight or Passage, apply to

P. & O.S.N.Co.'s office, Hongkong, 1st March, 1916.

CANADIAN PACIFIC

OCEAN SERVICES, LIMITED.
(PACIFIC SERVICE)

FROM CHINA & JAPAN TO
CANADA, UNITED STATES & EUROPE
VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Gulf of Siam), KOBE AND YOKOHAMA.
In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA" - "EMPRESS OF ASIA"
16,850 Tons Gross Register - Quadruple Screw - Speed 21 Knots.
"EMPRESS OF JAPAN" - REDUCED FIRST CLASS FARES.
"MONTEAGLE" - INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO CHANGE.

"EMPRESS OF RUSSIA" 22 MARCH	"EMPRESS OF RUSSIA" 17 MAY
"EMPRESS OF JAPAN" 5 APRIL	"EMPRESS OF JAPAN" 31 MAY
"EMPRESS OF ASIA" 19 APRIL	"EMPRESS OF ASIA" 14 JUNE
"MONTEAGLE" 26 APRIL	"MONTEAGLE" 28 JUNE

* Calls at MOJI instead of NAGASAKI.

For further information, Sailing Guide Books, etc., please apply to

J. H. WALLACE,
General Agent.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

The S.S. "Holsa," tons 5,257, Capt. R. S. B. Butler, will be despatched for Shanghai, Moji & Kobe on the 14th March.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, Mar. 1, 1916.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails
LONDON	Keelung	15th April

Owners' option.
Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
General Agents,

orto REISS & Co. Canton
Hongkong, 18th Feb. 1916.

KONINKLYKE PAKETVAART MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO.

The S.S. "S. JACOB"

This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.

Next departure from Hongkong:
March 24, 1916.

This vessel has excellent saloon-accommodation for a limited number of passengers, is fitted with all modern conveniences and carry a duly qualified surgeon.

For freight and passage apply to:

York Building, Tel. 1574 & 1575. JAVA-CHINA-JAPAN LYN.
Hongkong, 1st March, 1916.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—
Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife...	Silyo Maru Capt. Soyeda T. 16,000 Miyazaki Maru Capt. Teranaka T. 16,000	THURS., 9th Mar., at noon. SUN., 26th Mar., at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Yokohama Maru Capt. Shinoh T. 12,500 Sado Maru Capt. Murazumi T. 12,500	WED., 15th Mar., at noon. TUES., 4th April, at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Takano T. 13,500 Nikko Maru Capt. Takeda T. 9,600	TUES., 14th Mar., at 4 p.m. FRI., 14th April, at 4 p.m.
CALCUTTA via Spore, Penang & Rangoon	Kaga Maru Capt. Tsuda T. 12,000	SUNDAY, 12th March.
BOMBAY via Singapore, Malacca and Colombo	Yeterofu Maru T. 8,000	TUESDAY, 28th March.
SHANGHAI and Kobe	Bombay Maru Capt. Kobayashi T. 8,000 Colombo Maru Capt. Nomura T. 8,000 Nikko Maru Capt. Takata T. 9,500	TUESDAY, 14th March. FRIDAY, 24th March. SUN., 12th Mar., at 10 a.m.
SHANGHAI, Kobe and Yokohama	Fushimi Maru	THUR., 16th Mar., at 10 a.m.

* Fitted with wireless telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600. To Marseilles 1st Single Yen 550.	Return " 900. " " 825.
" 2nd Single " 400. " 2nd Single " 360.	Return " 605. " " 550.
To London, Southampton, Liverpool via New York \$20.13.0	Montreal \$60. 3.0
To Victoria, Vancouver, Seattle, 1st Single \$30.	1st Return \$45.
To Sydney, 1st Single \$40. To Melbourne 1st Single \$41.	1st Return \$73.16/-
To Yokohama, 1st Return \$150. To Kobe 1st Return \$135.	2nd " \$90. 2nd " \$83.

Round-the-World, Yen 1,045.

For further information apply to
Telephone No. 292. T. KUSUMOTO, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Anyo Maru**	18,500 - 15 knots	Sat. 11th March.
Shinyo Maru	22,000 - 21 knots	14th Mar. at noon.
Kwanlo Maru	" " "	Wed. 29th Mar. at noon.
Chiyo Maru	22,000 - 21 knots	8th Apr. at noon.
Persia Maru†	9,000 - 15 knots	21st Apr. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	3rd May.

* Cargo only. † Via Manila Omitting Shanghai.

** Proceeding to South America Ports.

First Class to London \$71.10. Return (6 months) \$120.

First Class to New York \$60. " " \$96.10.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ PANAMA, CALLED, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDALUSIAN ROUTE TO BUENOS AIRES, ETC.

Steamer Tons & Speed Leave Hongkong

Anyo Maru 18,500 - 15 knots 11th March.

For Full Particulars as to Passage & Freight, apply to

K. DOL, Acting Agent,
KING'S BUILDINGS.

Telephone No. 291

JAVA-PACIFIC LIJN.

Regular Monthly Service between

JAVA, MAKASSAR, MANILA, HONGKONG

AND SAN FRANCISCO.

Sailing Subject to Change Without Notice.

Steamers	From	Expected	Will Leave	For
Karimoon	JAVA	9th Mar., 1916.	13th Mar., 1915.	San Francisco
Tjikembang	JAVA	7th Apr. "	11th Apr. "	do
Arakan.....	JAVA	8th May, "	12th May, "	do

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all Overland Common Points in the United States of America and Canada."

For particulars of Freight and Passage, apply to—

HONGKONG, York Building

Managing Agents.

SZE YAP S.S. CO., LTD.

HONGKONG, CANTON, MACAO & KONGMOON STEAMERS.

HONGKONG-CANTON LINE.

S.S. TAI-LEE: CAPT. LOUSSIS.

HONGKONG TO CANTON CANTON TO HONGKONG

5.00 a.m. 5.10 p.m.

EXCURSION TO MACAO EVERY SUNDAY.

S.S. ON LEE: CAPT. HUGHES.

HONGKONG TO MACAO MACAO TO HONGKONG

9.00 a.m. 4.00 p.m.

HONGKONG-KONGMOON LINE.

S.S. ON LEE: CAPT. HUGHES & S.S. SHAN LEE: CAPT. SCOTT.

HONGKONG TO KONGMOON KONGMOON TO HONGKONG

4.30 p.m. 1.30 p.m.

GOOD MEALS AND EVERY COMFORT

MANAGERS:—(Y. C. LAW JIM KAI

Tel. No. 237.

SHIPPING

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Luchow	15th Mar. at 6 p.m.
TIEN-TSIN	Huichow	15th Mar. at noon.
MANILA, CEBU & HILLO	Chinhua	14th Mar. at 4 p.m.
SHANGHAI	Linan	14th Mar. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"SS. LINTAN" and "SS. SANUI"
MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming." & "Tea."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

"SS. Anhui," "Chen," "Luchow," "Yingchow," "Shantung," and "Sinkiang" with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.
Hongkong 9th March, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnight Service between

JAVA CHINA AND JAPAN.

Steamer From Expected in or about Will leave in or about For

Tjiluwong * MACASSAR in port 9th Mar. KOBE

* Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. [15]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St Albans	16th Mar.	15th Mar. at 11 a.m.
Empire	6th Apr.	8th Apr. "
Eastern	16th Apr.	28th Apr. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

† All Steamers fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.,

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY, AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haihong	J. W. Evans	FRI., 16th Mar. at 2 p.m.
Haitan	J. S. Thomson	TUES., 14th Mar. at 2 p.m.
Haiting	W. C. Passmore	FRI., 17th Mar. at 2 p.m.

For Amoy Passengers only.

"Arrivals and Departures from the Company's Wharf (near Blake Pier)." For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—(Subject to Alteration).)

For	Steamship	On
MANILA	Loongsang	Sat., 11th Mar. at 3 p.m.
SHANGHAI via Swatow	Kwongsang	Sun., 12th Mar. at 6 p.m.
TIEN-TSIN via W'wei	Chipsing	Tues., 14th Mar. at 6 p.m.
SHANGHAI	Wosang	Tues., 14th Mar. at 6 p.m.
SPORE, Pang & Cebu	Foosang	Wed., 15th Mar. at 3 p.m.
MANILA	Yunsang	Sat., 18th Mar. at 3 p.m.
SPORE, Pang & Cebu	Suisang	Sat., 18th Mar. at 3 p.m.
SPORE, Pang & Cebu	Laisang	Tues., 21st Mar. at 3 p.m.

Return Tours to Japan.

The steamers "Kwong," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kwong" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking cargo on Through Bills of Lading to Yangtze Ports, Cebu, Tientsin, Dairen, Weihaiwei.

† Taking cargo on Through Bills of Lading to Koda, Laredo, Dairen, Simpo, Tawo, Usukan, Jessoon and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

General Managers.

Telephone No. 215

LOG BOOK.

Shanghai Freight Market Report (Shanghai, 2nd March).—Since writing a fortnight ago the position in our Homeward Freight market remains the same as regard demand for space and the supply of tonnage but rates to Europe by the China Homeward Conference Line have been increased on several articles and all measurement cargo previously under \$5-10.0 is increased to \$5.10.0 per ton of 40 cubic feet whilst rates to America via Pacific have also advanced another 25 percent on the ocean proportion since last writing. Coastwise—The demand for tonnage on the coast, particularly in the South, continues in the most unheard of manner and rates are soaring "sky-high"—no sooner is one "record" touched than more tonnage is required at a higher rate still and it is quite impossible to say to what extent rate will rise in the open market.

China Coast Gazette.

Mr. J. Olsen, second officer, Kwangshai, has resigned. Mr. J. Cartwright has been appointed second officer, Kwangshai. Captain J. Owen has been master, Tatum. Captain A. M. Somerville, of the Tatum, has been appointed Asst. Marine Superintendent Shanghai. Mr. N. H. Eggeft, second officer, Tungchow, is on leave. Mr. H. Jory, second officer, Ngankin, has been second officer, Tungchow. Mr. A. L. L. Burton has been appointed supernumerary chief officer, Koonshing. Mr. J. J. Knight, second officer, Koonshing, is on leave. Mr. B. J. Hocken, second officer, Lokang, is awaiting orders. Mr. A. MacInnes, from leave, has been second officer, Takang. Mr. F. M. E. Carter has been appointed second officer, Esang. Mr. E. Sanderson, second officer, Esang, is on reserve. Mr. G. W. Ellis has been appointed chief officer, Lierdes. Mr. N. G. Major, chief officer, Lierdes, has been master, Pheumphen. Mr. J. S. Simpson, third officer, Tiam, has resigned. Mr. H. J. Den Berg has been appointed chief officer, Hyeleong. Mr. P. Mackenzie, chief officer, Kwongsi, has resigned. Mr. O. B. Wilks has been appointed chief officer, Kwongsi. Mr. E. Jones, second officer, Haiching, has been second officer, Hiumin. Mr. W. Hyde, chief officer, Pheumphen, is awaiting orders. Mr. E. Midgley, from awaiting orders, has been chief officer Pheumphen.

Requisitioned Ships.

The following figures as to the number of ships requisitioned by the Admiralty from the firms specified were given in the House of Commons recently by Dr. Macnamara (Financial Secretary to the Admiralty), in reply to a question by Mr. J. M. Hogg:

Owner.	Vessels in Adm. Service.	Percentage.
Evan Thomas, Radcliff & Co., Cardiff	25	12 43
Tatem & Co., Cardiff	14	6 43
Mackay & Macintyre, Glasgow	29	16 55
Prince Line	39	8 21
Constantine & Picturing, Middlesbrough	17	10 59
Glover Brothers, London	13	3 23
Farrar, Groves & Co.	9	4 44
Bopner & Co., West Hartlepool	43	16 37
W. and C. T. Jones, Cardiff	13	6 46
W. Ransman & Co.	13	14 47
Sutherland S.S. Co.	11	4 39

Dr. Macnamara added that in selecting vessels the Admiralty has first to consider which were most suitable for the required service and available at the time. So far as these considerations allowed, a vessel belonging to an owner with a lower percentage of service was taken in preference to one belonging to an owner with a high percentage, but no uniform percentage was maintained or could possibly be maintained without serious injury to the naval and military services.

Oyster, Fresh, Fitted on Board. Pines, Haddock, Kippers & ALEXANDER CAYE.

SHIPPING

VESSELS LOADING AND TO LOAD.

MOVEMENT OF STEAMERS.

VESSELS DUE.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

HOMeward.

For	Steamer	Date of Departure
TRANS-PACIFIC SERVICE.		
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.		
For freight and further particulars, apply to		
JARDINE, MATHESON & CO., LD.		
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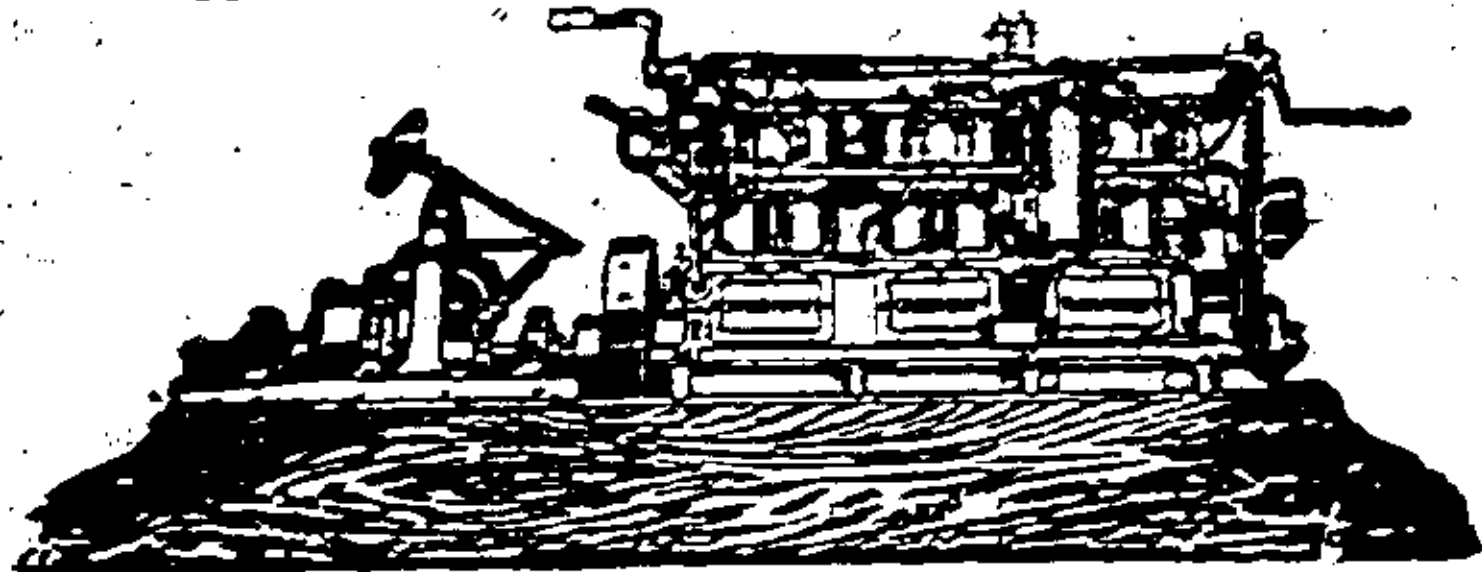
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Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
London & Cape Town, via Ports	Iyo M.	N. Y. K.	9, Mar.
London and Ports	Nankai	P. & O.	9, Mar.
Marseilles via Ports	Amazona	M. M.	18, Mar.
Liverpool	Eximuseus	B. & S.	20, Mar.
London via Ports	Novara	P. & O.	24, Mar.
London & Cape Town via Ports	Demodocus	B. & S.	25, Mar.
London via Ports	Miyasaki M.	N. Y. K.	25, Mar.
London & Cape Town via Ports	Nora	P. & O.	29, Mar.
London via Ports	Glenstrae	S. T. & Co.	Mar.
London & Cape Town, via Ports	Kibano M.	N. Y. K.	6, Apr.
London	Keelung	B. L. Ltd.	15, Apr.

NEW YORK, SAN FRANCISCO AND CANADA.

Seattle	Titan	B. & S.	9, Mar.
South American Ports	Anjo M.	T. K. K.	11, Mar.
San Francisco	Karimoon	J. C. J. L.	13, Mar.
San Foo via Shanghai & Japan	Shinyo M.	T. K. K.	14, Mar.
Victoria, B.C. & Seattle	Yama M.	N. Y. K.	15, Mar.
Vancouver	E. of Russia	C. P. R.	22, Mar.
New York	Indrasamha	S. T. & Co.	Mar.
New York via Cape	Egremont	C. D. & Co.	Mar.
Victoria, B.C. & Seattle	Sado M.	N. Y. K.	4, Apr.
Seattle	Exion	B. & S.	4, Apr.
Vancouver	E. of Japan	C. P. R.	4, Apr.
San Francisco via S'hai & Japan etc.	Chiyo M.	T. K. K.	8, Apr.
San Francisco	Tikamang	J. C. J. L.	11, Apr.
San Francisco	China	C. M. S. S.	14, Apr.
Vancouver	E. of Asia	C. P. R.	19, Apr.
San Francisco via Manila	Pania M.	T. K. K.	21, Apr.
Vancouver	Monteagle	C. P. R.	25, Apr.
Seattle	Talithybus	B. & S.	28, Apr.
San Francisco via S'hai & Japan etc.	Tenyo M.	T. K. K.	8, May
San Francisco	Arikar	J. C. J. L.	12, May

AUSTRALIA.

Sydney & Melbourne via Manila	Tango M.	N. Y. K.	14, Mar.
Australian Ports via Port Darwin	St. Albans	G. L. Co.	15, Mar.
Australian Ports via Port Darwin	Empire	G. L. Co.	4, Apr.
Sydney & Melbourne via Manila	Nikko M.	N. Y. K.	14, Apr.
Australian Ports via Manila	Changsha	B. & S.	17, Apr.
Australian via Manila	Eastern	G. L. Co.	29, Apr.
Sydney & Melbourne via Manila	Alki M.	N. Y. K.	16, May.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Manila, Cebu and Iloilo	Tean	B. & S.	9, Mar.
Kobe	Tikamang	J. C. J. L.	9, Mar.
Shanghai	Sinkiang	B. & S.	9, Mar.
Swatow, Amoy & Foochow	Haihong	D. L. & Co.	10, Mar.
Taipei	Shikubun	N. Y. K.	10, Mar.
Manila	Loongang	J. M. Co.	11, Mar.
Shanghai via Swatow	Kwonggang	J. M. Co.	12, Mar.
Nagasaki, Kobe & Yokohama	Nikko M.	N. Y. K.	12, Mar.
Shanghai and Japan	Tenoco	B. & S.	12, Mar.
Calcutta, etc.	Kaga M.	N. Y. K.	12, Mar.
Shanghai	Lushow	B. & S.	12, Mar.
Moji, Kobe & Yokohama	Bairi M.	D. & Co.	13, Mar.
Tientsin	Huichow	B. & S.	13, Mar.
Shanghai and Japan	Ajar	B. & S.	14, Mar.
Shanghai, Kobe and Moji	Itoia	D. S. & Co.	14, Mar.
Tientsin and Weihaiwei	Chipehing	J. M. Co.	14, Mar.
Shanghai	Wosang	J. M. Co.	14, Mar.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	14, Mar.
Manila, Cebu and Iloilo	Chinhua	B. & S.	14, Mar.
Shanghai and Kobe	Bombay M.	N. Y. K.	14, Mar.
Shanghai	Linan	B. & S.	14, Mar.
Bombay via Ports	Luzon M.	O. S. K.	15, Mar.
Singapore, Penang and Calcutta	Foehing	J. M. Co.	15, Mar.
Shanghai, Kobe and Yokohama	Fushimi M.	N. Y. K.	16, Mar.
Shanghai & Ports to Yokohama	Malta	P. & O.	16, Mar.
Shanghai and Japan	Nelous	B. & S.	17, Mar.
Swatow, Amoy & Foochow	Huichow	D. L. Co.	17, Mar.
Manila	Yunsang	J. M. Co.	18, Mar.
Singapore, Penang & Calcutta	Suisang	J. M. Co.	18, Mar.
Manila	Irion	B. & S.	20, Mar.
Shanghai, Kobe and Yokohama	Hirano M.	N. Y. K.	21, Mar.
Singapore, Penang and Calcutta	Laisang	J. M. Co.	21, Mar.
Calcutta and Ports	Ceylon M.	N. Y. K.	22, Mar.
Shanghai, Moji and Kobe	Tomoti M.	N. Y. K.	23, Mar.
Belawan, Deli (S'ra) via S'ow	S. Jacob	J. C. J. L.	24, Mar.
Shanghai, Kobe & Yokohama	Colombe M.	N. Y. K.	24, Mar.
Shanghai & Ports to Yokohama	Nagoya	P. & O.	25, Mar.
Shanghai and Japan	Onfa	B. & S.	26, Mar.
Bombay and Ports	Penang M.	N. Y. K.	27, Mar.
Amoy and Takao	Yutorufu M.	N. Y. K.	28, Mar.
Calcutta and Ports	Sethu M.	O. S. K.	Mar.
Shanghai and Japan	Tosa M.	N. Y. K.	1, Apr.
Shanghai, Taku and Dalny	Ningchow	B. & S.	2, Apr.
Manila	Pyrrhus	B. & S.	7, Apr.
Shanghai and Japan	Talithybus	B. & S.	14, Apr.
	Cyclops	B. & S.	23, Apr.

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14

AMERICAN MAIL.

The S.S. K. M. ANTO MARU will sail from Hongkong on March 10, 1916.

CANADIAN MAIL.

The C. P. R. MONTREALER left Yokohama on Friday the 25th Feb. at midnight, due to arrive Vancouver on Friday the 25th March.

The C. P. R. MONTREALER left Vancouver on Saturday, the 25th March.

ENGLISH MAIL.

The P. & O. Outward Mail Steamer MALWA with the London Mail of the 27th January last, left Suez on Sunday evening the 6th instant.

The P. & O. Homeward Mail Steamer ARABIA with the Hongkong Mail of the 14th January last, arrived at Marseilles on Monday, the 14th instant.

The P. & O. Homeward Mail Steamer KARMAIA with the Hongkong Mail of the 25th January last, arrived at Marseilles on Monday, the 25th instant.

The P. & O. Outward Mail Steamer MOULTAN with the London Mail of the 25th February last, arrived at Port Said on Saturday morning, the 4th instant.

MERCHANT STEAMERS.

The S.S. ITALIA from Calcutta left Singapore on the 6th inst. and may be expected here on or about the 15th inst.

VESSELS IN PORT.

Steamers.

Kaitong, Br. ss. 827, J. R. Evans, 2nd Feb.—Haiphong, 30th Jan. Gen.—B. & S. T. & Co.

Telesmachus, Br. ss. 1520, A. Fraser, 14th Feb.—Suez, 2nd inst. Rie—China.

Walshing, Br. ss. 1170, F. K. 17th Feb.—Bangkok, 7th Feb. Gen.—J. M. & Co.

Australian Transport, Br. 1013, F. R. Clark, 17th Feb.—New York, 7th Oct. 1914 Railway Material—B. L. Tilm. Nor. ss. 555, D. Hovind, 18th Feb.—Bangkok, 2nd Feb. Gen.—T. & Co.

Tital, Br. ss. 1730, J. W. Read, 19th Feb.—Kobe, 15th Feb. Gen.—B. & S.

Kava, Br. ss. 1155, W. 24th Feb.—Put back in distress, 2nd Feb. Nil—T. & Co.

Hinsang, Br. ss. 1885, A. C. Kennedy, 24th Feb.—Canton, 19th Feb. Gen.—J. M. & Co.

Van Spilbergen, Dut. ss. 1885, Ward, 25th Feb.—Canton, 24th Feb. Gen.—J. C. J. L.

Agreement, Br. ss. 1341, J. N. Craven, 24th Feb.—Vladivostok, 14th Feb. Gen.—J. M. & Co.

Taiwan, Br. ss. 1145, F. S. 24th Feb.—Suez, 24th Feb. Rie—D. & Co.

Titan, Br. ss. 1730, J. W. Read, 29th Feb.—Manila, 27th Feb. Gen.—B. & S.

Wellwara, Br. ss. 1497, E. W. S. 2nd Feb.—1st March—Suez, 24th Feb. Rie—E. R. Bay.

Anjo M., Jap. ss. 1730, T. O. 1st Mar.—Moji, 25th Feb. Gen.—T. K. K.

Telesmachus, Br. ss. 1520, A. Fraser, 1st March—Suez, 25th Feb. Rie—China.

Ana M., Jap. ss. 1432, Y. Nishi, 2nd March—Calcutta, 2nd Feb. Gen.—China.

Tango M., Jap. ss. 1629, T. T. 2nd March—Suez, 21st Feb. General—M. & K.

Tikamang, Dut. ss. 1690, A. Oldenburger, 3rd March—Bali, 25th Feb. Gen.—J. M. & Co.

Taming, Br. ss. 1356, P. 4th March—Manila, 1st March, Segar—B. & S.

Harman, Am. ss. 173, K. M. Klassen, 4th March—Suez, 25th Feb. Rie—Halvard, Nor. ss. 1065, C. 4th March—Macao—T. & Co.

Anna, Nor. ss. 1017, A. 4th March—Bangkok, 25th Feb. Rie—T. & Co.

Dagda, Nor. ss. 897, Thoren, 5th March—Suez, 25th Feb. Rie—T. & Co.

Loongang, Br. ss. 929, W. G. G. 6th March—Manila, 3rd March, Gen.—J. M. & Co.

Taiwan, Br. ss. 1145, F. S. 24th Feb.—Suez, 24th Feb. Rie—D. & Co.

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COMMERCIAL

Rotten Fabric of German Finance.

A catchword "from one old bank to another," was set by Sir Edward Holden at the recent meeting of the London City and Midland Bank for Dr. Helfferich, Germany's Finance Minister, to answer—(1) Are Germany's credit balances abroad existing at the present time, or are they all exhausted? (2) Have not the exports of Germany seriously diminished, thereby placing the country in a difficult exchange position? (3) Assuming their balances have been exhausted and their exports diminished, is it not a fact that the German people have sold nearly all their foreign securities, thus rendering it very difficult to pay for her imports? (4) Did Germany pay gold for the Roumanian wheat, and why was it not shown in the Reichsbank statement? (5) As Reichsbank notes had been rendered inconvertible while the notes of other banks had no gold against them at all, should not the words "Mene Mene, Tekel Upharsin," be written on this towering pyramid of paper, for, when these notes had to be redeemed, Germany would indeed be "found wanting"? (6) Is a part of the gold shown in the Reichsbank statement to be held by that institution actually held by that institution outside Germany? Sir Edward said that a year ago he told the shareholders that a German banker had said that every mark would be squeezed until it shrieked. London, he continued, as the financial centre of the world, had lent to the rest of the world 944 millions sterling from 1910 to 1915, not including the large sums we had lent to our Allies. It was absolutely essential for us to retain such an amount of labour as was necessary to maintain our exports, otherwise the exchanges would fall and our gold would go. The basis of our credit, which stood the highest of that of the Allies, was the £1 sterling—a wonderful instrument. The imports and consequently gold was only flowing to London from our possessions, which yielded about 80 per cent. of the entire world's production. Yet notwithstanding the derangement of the exchanges the English banknote, unlike that of Germany, was payable in gold, and, therefore, prices, although high here, were much lower than in Germany. Although the German mark had fallen about 33 per cent. in Holland, and about 22 per cent. in Scandinavia, we must not be too premature in drawing conclusions. The German Finance Minister, he pointed out, might prefer a fall in the exchange to a loss of gold in order to import commodities as quickly as possible when peace was restored. Undoubtedly our Government was to be warmly congratulated upon having raised something like a thousand millions at an average of 3 per cent., whereas Germany had been compelled to pay something over 5 per cent. Nevertheless, it was absolutely essential that the investor should be able to know at any rate what was the maximum amount of income tax he was called upon to pay on the amounts devoted to carrying on the war. "Let us have an end once and for all," he declared, "to British capital being driven abroad into foreign countries because of an undue penalising of capital at home, whether in British industries or in British Government stock itself. The Government must see in all its future loan operations that the vital consideration is kept in mind of ensuring that the national wealth, as represented in Government securities, shall tend to appreciate rather than depreciate, and that when the war comes to an end the conditions shall be such as to retain British capital within the country, and not to cause it to be unduly attracted abroad until such time as the balance of trade is once again overwhelmingly in our favour." The bank's deposits at the end of December, said the chairman, were £147,750,000, and they subscribed for £21,000,000 of the last War Loan. They had engaged about 1,300 women clerks, who were doing their work exceedingly well, and were giving every satisfaction.

ZEPPELIN RAIDS ON PARIS.

A Cry for Reprisals.

Paris, Jan. 30.

A Zeppelin flew over Paris and dropped several bombs. According to the latest accounts 23 people were killed, and over 30 more or less seriously injured. Many houses were wrecked. As on the last occasion, 10 months ago, when Zeppelins attacked Paris, the night was particularly favourable for an air raid. There was no moon, the sky was cloudy, and a mist overhung the capital. Although the military authorities were aware soon after 9 o'clock that enemy aircraft was making for the capital, Parisians only received their first warning that something extraordinary was happening at 10 o'clock, when the electric lights were suddenly extinguished. A few minutes after firemen drove through the streets in motor-cars sounding the *Garde a vous*. The great crowds which thronged the streets received the warning with calm, and the majority continued to stroll about and await events with the traditional curiosity of the Parisian. In the meantime numerous searchlights scanned the murky sky and the lights of the aeroplanes of the entrenched camp could be seen in all directions.

Not more than five minutes after the alarm had been given a series of formidable explosions shook the city, and in two minutes the attack was finished. No fewer than 13 bombs were dropped, all of which fell within an area of about half-a-mile. According to official information, the airship, flying at a height of 10,000 ft., had managed to elude the searchlights and the aeroplanes of the entrenched camp, which were up in a few minutes after the military authorities had received warning of the hostile airship's approach, and aided by the mist, managed to reach the city. In spite of the adverse conditions, five French aeroplanes located the raider and one was able to approach and attack him, which probably accounts for the haste with which the bombs were dropped and his precipitate retreat. On account of the mist, batteries of the forts were not able to do very efficacious work.

The bombs, which were of a very powerful character, all fell in a quarter inhabited mainly by working-class people. One completely pierced the roadway and tube of the Metropolitan Railway near one of the stations. Fortunately a train, filled to overflowing, had just left the station. Two of the bombs struck the same house, injuring many inhabitants. Another bomb reduced a five-storey house to a mass of debris, killing four, and injuring eight of the inmates.

President Poincaré arrived on the scene soon after the raid and visited the injured people, for the most part little children and women, and the relatives of the killed, and, with deep emotion, spoke words of comfort to them. He remained on the spot until 1 o'clock this morning, when, a further attack being considered unlikely, the President went through the streets again to inform the population that the danger had passed.

As is pointed out in the Press to-night, the attack was particularly wanton and stupid, for it was obviously quite impossible, on account of the mist and darkness of the night, to locate any point of military importance. The latest attack has particularly incensed the Parisian population, which asks that prompt reprisals shall be taken.

The President again visited the injured this morning at different hospitals, and has given orders that all the families whose homes have been destroyed shall be lodged and that all possible help shall be rendered to them at the expense of the State. The Paris Municipal Council has decided that the victims shall be given a public funeral.

Two British Ministers, Mr. Lloyd George and Mr. Bonar Law, who had been staying at the Hotel Crillon, Place de la Concorde, had left by train for London half-an-hour before the visit of the Zeppelin. Had they remained they

would have seen that Paris, with London in the coolness and calm with which it received this new outrage. The behaviour of the crowds to-day and the discussions of the details of the latest raid showed how little effect these attempts at intimidation have on the Parisian's character. Nevertheless, a definite cry has been raised for reprisals.

The Second Raid.

Paris, Jan. 31.—Last night Paris was again visited by a Zeppelin. There seems no particular reason why they should not come again, for once again the difficulties of defence against these night raids have been made fully apparent.

Some specialists maintain that only aeroplanes should be used to counter-attack, others that anti-aircraft guns are alone effective; others, again, that only a combination of these two methods of defence are likely to prove useful. The experience of the last two days seems to be in favour of the last theory, as is shown by the fact that the visiting Zeppelin on Saturday night kept far beyond the range of the guns, and that only the aeroplane patrol was able to see to attack the airship, whereas on the previous occasion the Zeppelins flew within range of the anti-aircraft guns.

The account given by the *Matin* shows the possibility of aeroplane defence against raiders who may choose the higher level. The alarm was telephoned to Bourget from the advanced post at 9.21, that a Zeppelin was reported over Ferte Milon travelling towards Paris. One by one the 38 defence aeroplanes of Paris rose into the misty night, which rendered the work of the searchlights completely ineffective.

Five of the aeroplanes, which were specially entrusted with the patrol of a small sector of Paris over which the Zeppelin ventured, saw the raider, and in spite of very unfavourable conditions pursued it. Three of these machines were chaser-planes, two others were gun-planes. Two chaser-planes and one gun-plane engaged the Zeppelin in a fight which can be divided into three acts. The first aeroplane to attack was patrolling at the highest level. It vainly pursued and, after having expended all its incendiary cartridges, had to abandon the chase. Meanwhile, one of the two gun-planes, which had been rising steadily, took the place of the chaser-plane and opened a heavy fire upon the fleeing Zeppelin. Its gunner believes that he registered one hit, but in any case the speed of the Zeppelin in no way slackened, and on its flight to the west it was again attacked by a gun-plane, which managed to get within a range varying from 50 to 100 yards, and, circling over and under it in order to avoid the machine-gun fire of the Zeppelin gunner, vainly endeavoured to bring down the raider. At one time, while this plane was above the Zeppelin, its pilot was able to follow the fight taking place between the Zeppelin and another plane below him. Finally, the gun-plane was left alone, and for 53 minutes he hung on to the heels of the Zeppelin, firing whenever he got his chance. Then motor trouble forced him to relinquish the pursuit.

The Cry for Vengeance.

The Zeppelin, which was thus pursued, was over the city only for three minutes, and in that time killed 23 people and wounded about as many. The raid accomplished no useful military purpose, unless Germany can see a victory in the fact that the Zeppelin has destroyed the Petit-Jean family, the head of which had just returned on leave from the front. The whole family was united for the first time since the war began, when a bomb struck the house, killing a girl 15 years of age, one 18 months old, and two boys of 10 and 8 respectively, a man of 66, and a woman.

The moral effect is simply nil. The working quarters of the town were perhaps the worst in which to carry out this experiment of high-falootness. There is but one cry, that of vengeance, in which is mingled the demand for the reform of the whole Air Service. This demand, which has been vehemently expressed for some time past, has received additional impulse from the raid of last night. The official communiqué states:—

A German dirigible travelled in the direction of Paris, where it arrived shortly after 10 o'clock, and was fired on by our special batteries and attacked by our aeroplanes before sailing towards the north. It threw a certain number of bombs, which, according to the news received so far, caused no damage.

There is some doubt as to whether one or two Zeppelins are responsible for last night's raid. In the northern suburb which was visited, it is stated that the first explosion was heard towards 10 o'clock. Most of the bombs dropped were of the incendiary type, and it would appear that the Zeppelin believed itself to be over some important point, for, in a very short distance, no less than 17 bombs fell, mostly in market-garden country, without doing any damage whatever.

Air Service Organization. These two raids will without question give vigour to the attack upon M. Bessard, the Under-Secretary for Aviation, who, for political reasons, is distasteful to many politicians. But a few of the Paris papers take the view that really the necessary thing is to preserve a sense of proportion and to keep all the available air efforts for the front. When it is realized that damage to the extent of about £40,000 was done in Paris within three minutes and that a five-storey building was gutted by one of the bombs, which weighed variously 226, 143, and 125 pounds, it is not to be wondered at that reprisals and defence are the demand of Paris to-day.

The raids have already increased the demand of a certain school of experts that Zeppelins should be met with Zeppelins, but several papers among them the *Temps*, urge the importance of not swapping horses in mid-stream, and refer with justifiable satisfaction to the success of the French aeroplane raids on German towns. The only military effect of these Zeppelin excursions will be to increase the output of the French aviation industry until the still undecided balance of power in the air is weighed down in favour of France and the Allies.

The air services in France have been passing through a period of re-organization from which disorganization has not been entirely absent, and the present Under-Secretary for Aviation has to deal not only with technical, but also with political, criticism and antagonism. For several weeks past there has been a growing agitation against M. Bessard, and it was only the Parliamentary adroitness of M. Briand which prevented an interpellation and a full-dress debate in the Chamber upon the aerial question. The raids, probably, will bring the matter up again, and the effect will undoubtedly be to strengthen the demand for energetic reprisals, the Hebraic policy in the treatment of war prisoners and in air raids having been the only successful policy.

The German Version. The German military authorities have issued a justification of the raids. The Main Headquarters report published in Berlin yesterday, contained the following statement:—

In reply to bomb-throwing by French aeroplanes on the open town of Freiburg, which lies outside the zone of operations, our airships during the last two nights have delivered attacks on the fortress of Paris with apparent satisfactory success.—*Times*.

Treatment of British Prisoners.

London, January 17.—Private Wells, of the Suffolk Regiment, who has returned to England from prison in Germany, describes the horrors of the treatment of prisoners at Wittenberg. "They took my overcoat," he said, "in freezing weather, and made me march in the snow barefooted. When I could not walk, the doctors refused to treat me, and left me to die. Three British doctors arrived and found I had gangrene. They operated, removing portions of both of my feet. Floggings were frequent in prison, and when typhus broke, out the German doctors boiled."

THE ALEXANDRA CAFE. Cannot be better. If Equalled for Bread, Cakes, Confectionery and meals with Wines & Liqueurs.

HONGKONG SHARE REPORT.

S.—SKILLERS, SA.—SALES, B.—BUYERS, N.—NOMINAL.

OFFICIAL PRICES.

Banks.		
Banks	{	\$785 \$71/10/-
Marine Insurances.		
Cantons	b.	\$422 1/2
North China	b.	t. 189 1/2
Unions	sa.	\$97 1/2
Yangtzes	b. ex 73	\$247 1/2
Fire Insurances.		
China Fires	b.	\$162
H. K. Fires	b.	\$415
Shipping.		
Douglases	sa.	\$135
Steamboats	b.	\$118
Indos (Com.)	b.	\$134
Indos (Def.)	b.	\$136
Indos (Prof.)	a.	\$49
Shells	b.	98 1/2
Ferries	s.	\$39
Refineries.		
Sugars	b.	\$142
Luxons	n.	\$43
Mining.		
Kailans	b.	38/-
Rauhs	s.	5 1/2
Trochus	b.	27 1/2
Urals	s.	34/-
Docks, Wharves, Godowns, &c.		
H. K. Wharves	b.	\$71 1/2
Docks, Old	b.	\$108
Docks, New	b.	\$108
Shai Docks	b.	t. 65 1/2
H. K. Wharves	n.	t. 93
Lands, Hotels and Buildings.		
H. K. Hotels	b.	\$112 1/2
Anglo F. Lands	b.	t. 94
Land Invest.	s.	\$104
H. K. Est.	b.	\$67 1/2
K. Loan Lands	b.	\$37 1/2
Shai Lands	b.	t. 107
West Points	n.	\$37
Centrals	n.	\$39
Cotton Mills.		
Ewos	b.	\$145
Kung Yika	b.	\$135 1/2
Lee K. Mow	s.	t. 71
Shai Cottons	b.	t. 91
Yangtze Poots	sa.	53 1/2
Miscellaneous.		
Borneos	s.	\$103 1/2
China Light & P.	s.	\$46 1/2
Providents	b.	\$93 1/2
Dairy Farms	b.	\$30
Green Islands	s.	\$103 1/2
H. K. Electrics	b.	\$44
H. K. Ice Co.,	s.	\$180
Ropes	sa. & s.	\$29
Trams, Low Level	b.	\$56 1/2
Trams, Peak, old	b.	\$10
Trams, Peak, new	b. cents.	85
Langkats	b.	t. 78 1/2
P. Pine Tobacco	b.	\$4
Laundries	b.	\$37 1/2
C. Waterboats	b.	\$15 1/2
Watsons	b.	\$37
Wm. Powells	b.	\$35 1/2
Morning Posts	b.	\$29

CORRECTED TO MONDAY MAR. 9, 1916.

WRIGHT & HORNBY,
Share and General Brokers
6, Des Vaux Road Central.
Tel. address, Rectitude.

EXCHANGE.

SELLING.

T/T	1/11 1/2
Demand	1/11 5/16
30 d/s	1/11 3/8
60 d/s	1/11 1/4
4 m/s	1/11 9/16
T/T Shanghai	72 1/2
T/T Singapore	82 1/2
T/T Japan	92
T/T India	144 1/2
Demand India	144 1/2
T/T San Fco & N.Y.	46 1/2
T/T Java	109 1/2
T/T Marks	Nom.
T/T France	271
Demand Paris	271 1/2

BUYING.

4 m/s L/C	2 1/2
4 m/s D/P	2 1/2
6 m/s L/C	2 1/2
30 d/s Sney & M.	2 1/2
30 d/s San Fco & N.Y.	47 1/2
4 m/s Marks	Nom.
4 m/s France	282
6 m/s France	287
Demand Germany	46 1/2
Demand New York	46 1/2
T/T Bombay	144 1/2
Demand Bombay	144 1/2
T/T Calcutta	144 1/2
Demand Calcutta	144 1/2
Demand Manila	93
Demand Singapore	82 1/2
On Haiphong	3 1/2 prem.
On Saigon	3 1/2 prem.
On Bangkok	79 1/2
Sovereign	102 1/2
Gold Leaf per oz.	56.90
Bar Silver per oz.	27

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
Chinese	17 1/2
Currency	15
Hongkong 2 cts. pieces	8 1/2
Hankow 10	8 1/2

BANKS.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

LOOK POON SEAN, Chief Manager.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up—\$1,250,000.)

Loans on Mortgage of House Property, &c.
Loans on Deposit of Jewellery, &c.
Advances made on Merchandise.
(Rates made on the Provisional System.
Rates and Particulars on application.)
TRUSTEE AND FACTOR OF WILLS.
ATTORNEY, &c. Underwriter and Executor.

SEEWAN, TOMES & Co., General Managers.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
1.00 AM to 1.00 PM	Every 15 Min.
1.00 PM to 1.00 AM	Every 15 Min.
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